only be dissimilar, and quite unfit to receive them, but may be so differently organized as not to be able to receive them, however good they may be, but if wisely directed would produce, by its own original ideas, designs equally as beautiful and extraordinary as those of its instructors. The instructors should shew how far natural forms and colours may be arranged, combined, and contrived, in every variety of way, to accomplish the design required; and when those of the ancients may be thought necessary, to refer to for a principle, and to ascertain the use they made of the like materials, so far it would be well; but they should not be brought forward for imitation. On this part of artistic instruction much more may be said, but that must be hereafter and elsewhere."

The journeyman carpenter's inquiry of "What are we to do?" is in some degree answered by the above extracts from my address. He and our artisans will see what ought to be done for them; and I would further state, that the school which should be established for them ought to be upon the soundest foundation, and the most efficient instructors should be obtained, if possible. It will be of no use to set up such artificial concerns, for so valuable a class of men as our operatives, as we have already. They are attended with too great a loss of time and mind for artisans to endure; for they want not to be entertained or amused, they want to be really instructed, and nothing less than the best of instruction should be offered to them, and even that should be gratuitously, for an artisan's wages will never allow him to pay for artistic instruction for himself and his children; and those who reap the benefit of his labours should not be backward in their benevolent assistance for promoting their intellectual cultivation, for the end of such aid would be sure to be in favour of the supporters of the artisans' artistic institution.

I trust that your valuable journal, THE BUILDER, will not lose sight of this important subject, but keep it alive before that part of the public who are able to appreciate and to further its purpose; when in the interim I will, as occasion may require, offer some further remarks upon artistic instruction in connection with the development of the intellectual faculties of our artisans.

I am, Sir, &c. GEO. R. LEWIS.

Upper Norton-street, Oct. 14, 1845.

## THE GRAVE-YARD QUESTION.

SIR,—It is with great pleasure I have noticed in your columns frequent remarks and letters relative to the grave-yard nuisances, a subject which has forced itself into notice by its very monstrosity, breaking through every obstacle which careless indifference on the one hand, or interested motives on the other, could bring forward to "pooh! pooh!" and ridicule the question. The agitation (which, by the way, is the only legitimate means to induce reform of abuses) has, I am happy to find, extended itself to the provincial press, and it now only requires to be zealously followed up by the leading London journals, to enforce the attention of the legislature to a reform of the present system. The pertinent and practical remarks of your correspondent Z., in THE BUILDER of Nov. 1st, deserve the most serious attention. Can it be, for one moment, held a sufficient reason for non-interference, "that the interests of the clergy are involved?"—that a section should be greater than the whole? I cannot think so disreputable a motive can have any weight with the great majority of our clergy, it is possible that a few worldly-minded men, as in all other classes, may fatten upon the miseries of others, but they can be only blots and blemishes of their order, and should be swept away without compunction or pity. Sir, it is not with the clergy the difficulty lies,—it is rather with the inert mass, the *public;* they, in the toiling, stirring scenes of busy life, have, as a mass, little time or care to consider such questions, and, unless you can interest them by some profitable scheme or speculation, it is vain to hope for reformation in what, if they think at all about the matter, they would call a mere abstract speculation.

It may be thought, from this view, that all attempts were useless; far from this being the case, we are now in a fair way for success. The (press ever in the van of improvement), have already taken their position, a position creditable to themselves, and which will eventually call for the warmest thanks from the public. During the last session, they wrung from the unwilling commons an admission "that the frequent mode of interment in the metropolis and other large cities and towns, was injurious to the public health, and demanded the serious attention of parliament." This is the first introduction of the wedge, and it now remains, by a judicious application of blows to drive it home and compel attention. No columns can be more suitable for the purpose than yours; a reform of the present system necessarily requiring the selection of other sites as burial-grounds, &c. The peculiar talent embodied in your publication, could more skilfully point out the most appropriate positions and plans than other journals of a more general character. I trust to your praiseworthy efforts, and I, for one, have little fear for the result.—I am, Sir, &c.

Nov. 4th, 1845. H. C. H.

## DECORATIVE ART SOCIETY.

OCT. 29.—Mr. Crabb, V.P., being in the chair, read an address, on opening the third session of the society's meetings, setting forth the advantages already derived from free and friendly communications between practical men on matters of taste, or in connection with decorative art.

Mr. Bailes read a paper "on Marquetrie;" he explained that he had been recently induced to devote his attention to the manufacture of Marquetrie, from the success of some experiments he had made as an amateur, and that his processes were essentially different from those generally adopted. He then referred to various descriptions of inlaying with wood of different colours, and the intermixture of ivory, pearl, tortoise-shell, precious stones, or metals, producing ornamental combinations upon furniture, &c., as known by the name of buhl marquetrie, mosaics parquetrie, Florentine, or Tunbridge manufacture. He assumed that marquetrie applied to the production of an imitative object by inlaying with wood in natural or dyed colors, and the ordinary mode of doing this is to attach in a slight manner to each other veneers of various colours (from four to seven), as may be required by the design, an outline upon paper is pasted on them, and the whole cut through with fine saws—the veneers are afterwards separated, and the parts interchanged, so as to produce varied arrangements of greater or less perfection—no two being alike—they are then glued down on a larger piece of wood, worked to an even surface, the pattern is enriched by engraving and scorched with hot sand in parts that require shadow, and finally polished.

This method, by using wood of different growths, causes in time, through their unequal contraction, &c., an imperfect surface and defective joinings, as is evident in nearly all old *marquetrie*. Mr. Bailes then explained his own method of using a white veneer, which, after cutting through the outline of the device, he separates, and dying each part to the required colours, restores them to the places they originally held in the veneer, and finishes the whole in the usual manner. He has also discovered (accidentally), a mode of discharging the colours in any part, so as to heighten the effects of light and shade; and he expects to acquire a skill in this, which will enable him to produce pictorial effects never before equalled in wood.

His process, besides possessing advantages on an even surface, and having more colours, is less costly than the usual method; and he believed, that as it afforded a fair field for cultivation by patrons and lovers of art, *marquetrie* would soon become more generally esteemed.

CHURCH LOCKS.—We have recently examined with much pleasure a door-lock, of Gothic patern, manufactured by Messrs. Chubb, for the "Industrial Schools" at Liverpool. The steel bandings and escutcheon are made to take an ornamental character; and the key is in accordance with the style. For a church-door we have seen nothing better: the workmanship is excellent.

## THE BROAD AND NARROW GAUGE.

THE commissioners are still taking evidence. Mr. Brunel, in his examination said, he first formed the idea of changing the gauge during the progress of his surveys in the years 1833 and 1834, not considering the gauge of 4 ft. 8½ in. sufficient. He looked to the speed which would take place. He thought the machinery too small, and required to be made more commensurate with the mass and velocity of railway transit. The trains at that time used were comparatively lighter than they are at present. The impression in favour of the broad gauge grew gradually upon him; he proceeded to carry it into immediate effect after the passing of the Act in 1835. He must have mentioned it before that time to the directors, as he had made great efforts to have the clause which fixed the gauge omitted from the Act. He should rather be above than under 7 feet, upon the principle that the machinery upon the 4 feet 8½ in. gauge was too small. Considering the work which was required to be done, he thought it would be better done with a still larger machinery, not only with regard to the engines, but the machinery of the system generally. There would of course result economy with regard to stokers and drivers. There must be economy, when with one engine they did the work of two. He, however, looked rather to the result of the system, than to any specific economy. They were required to take from 70 to 80 tons weight on passenger trains, and 200 tons on those for goods. Taking then these masses, and the speed at from 50 to 60 miles an hour for passengers, and 20 miles an hour for goods, he considered it better for such traffic as that, to have larger carriages and more powerful engines than those they formerly used. He thought that all the important lines in England, as the railway system extended, would be worked at a much greater speed than at present. Railways would eventually take the place of the turnpike roads throughout the country. There would be of course great traffic upon them, and consequently the application of larger machinery would be desirable. He did not consider the difference of expense great. There was but little difference between the expense of the longitudinal and transverse sleepers. With longitudinal sleepers there was more timber required, but the rails were lighter. He thought the cross sleepers were a little cheaper. He considered the system applicable in Ireland. The principal lines in that country would have nearly as large a traffic as those in England. The Irish are locomotive people.

## RAILWAY JOTTINGS.

LAST week at a Court of Common Council, Mr. Anderton presented a petition from James Moon, architect, proposing the formation of a railway terminus in the city on the site of Farringdon-street, &c., and suggesting that a new street should be constructed from Holborn opposite Hatton Garden to St. Bride's church, and that a viaduct should be made from Hatton Garden to Sea Coal-lane. After some trifling opposition, the petition was referred to the improvement committee. On the same day, and at the same court, Mr. D. W. Wire presented a petition signed by between 600 and 700 merchants, traders, wholesale, and retail dealers, and others connected with the trade and commerce of the city, praying that requisite facilities might be given for establishing a terminus for passenger traffic in Farringdon-street. This petition was also referred to the Improvement Committee.——Preparations are now making for commencing the stupendous work of the High Level Bridge across the Tyne. As a preliminary step the engineers have lately been boring in the bed of the river for the foundations of the piers. In view of these and other extensive operations Mr. Hudson, M.P., and Mr. Robert Stephenson, have paid frequent visits to Newcastle.——Last week, one of the large brick arches, in the continuation of the Glasgow and Garnkirk railway, now forming in Cowcaddens Quarry, gave way and came down with a tremendous crash. The arch had been finished, but sufficient weight had not been laid on what are technically called the "haunches," and the effect was that it sprung. Fortunately no person was hurt.——Last week the directors of the Mid-

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